

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2013/0251	<b>Ward:</b> Seven Sisters
<b>Address:</b> Unit 3 Arena Shopping Park Williamson Road N4 1ED	
<p><b>Proposal:</b> Change of use of Unit 3 from Post Office Sorting Office (sui generis use) to retail use (A1 use), external alterations to create new shop front and entrance feature, new pitched roof and rear fire doors, insertion of mezzanine floor and reconfiguration of the service yard to provide additional staff car parking</p>	
<p><b>Existing Use:</b> Royal Mail sorting office (Sui Generis)</p>	
<p><b>Proposed Use:</b> Retail (A1)</p>	
<p><b>Applicant:</b> Coal Pension Properties Limited</p>	
<p><b>Ownership:</b> Private</p>	

DOCUMENTS
<b>Title</b>
Planning Statement
Design and Access Statement
Transport Statement
Air Quality Statement
Consultation Statement

PLANS		
Plan Number	Rev.	Plan Title
[08] 00 01	D00	Site Location Plan
[08] 00 04	D00	Site Block Plan As Proposed
[08] 00 05	D00	Site Plan as Proposed
[08] 00 06	D00	Ground Floor Plan As Proposed
[08] 10 02	D00	Mezzanine Floor Plan As Proposed
[08] 20 01	D00	Roof Plan As Existing
[08] 20 02	D00	Roof Plan As Proposed
[08] 80 01	D00	Section A-A As Existing
[08] 80 02	A00	Section A-A As Proposed
[08] 80 02	D00	Site Block Plan as Existing

**Case Officer Contact:**

Jeffery Holt

P: 0208 489 5131

E: [jeffrey.holt@haringey.gov.uk](mailto:jeffrey.holt@haringey.gov.uk)

**PLANNING DESIGNATIONS:**

Unitary Development Plan 2006:

- Green Lanes Town Centre

**RECOMMENDATION**

**GRANT PERMISSION** subject to conditions and the completion of a s106 legal agreement

The application proposes the change of use an existing Royal Mail sorting office to retail with the creation of a mezzanine floor to create an additional 1,123m<sup>2</sup> of floor space.

The sorting office is located in a retail park to the east of Green Lanes and within the Green Lanes Town Centre. The principle of the development is considered acceptable.

A series of external alterations are proposed to bring the unit into retail use, including new shop front, fire door and roof, and these would cause no harm to the appearance surrounding development.

The development would generate only a minor level of additional vehicular traffic and would cause no harm to residential amenity.

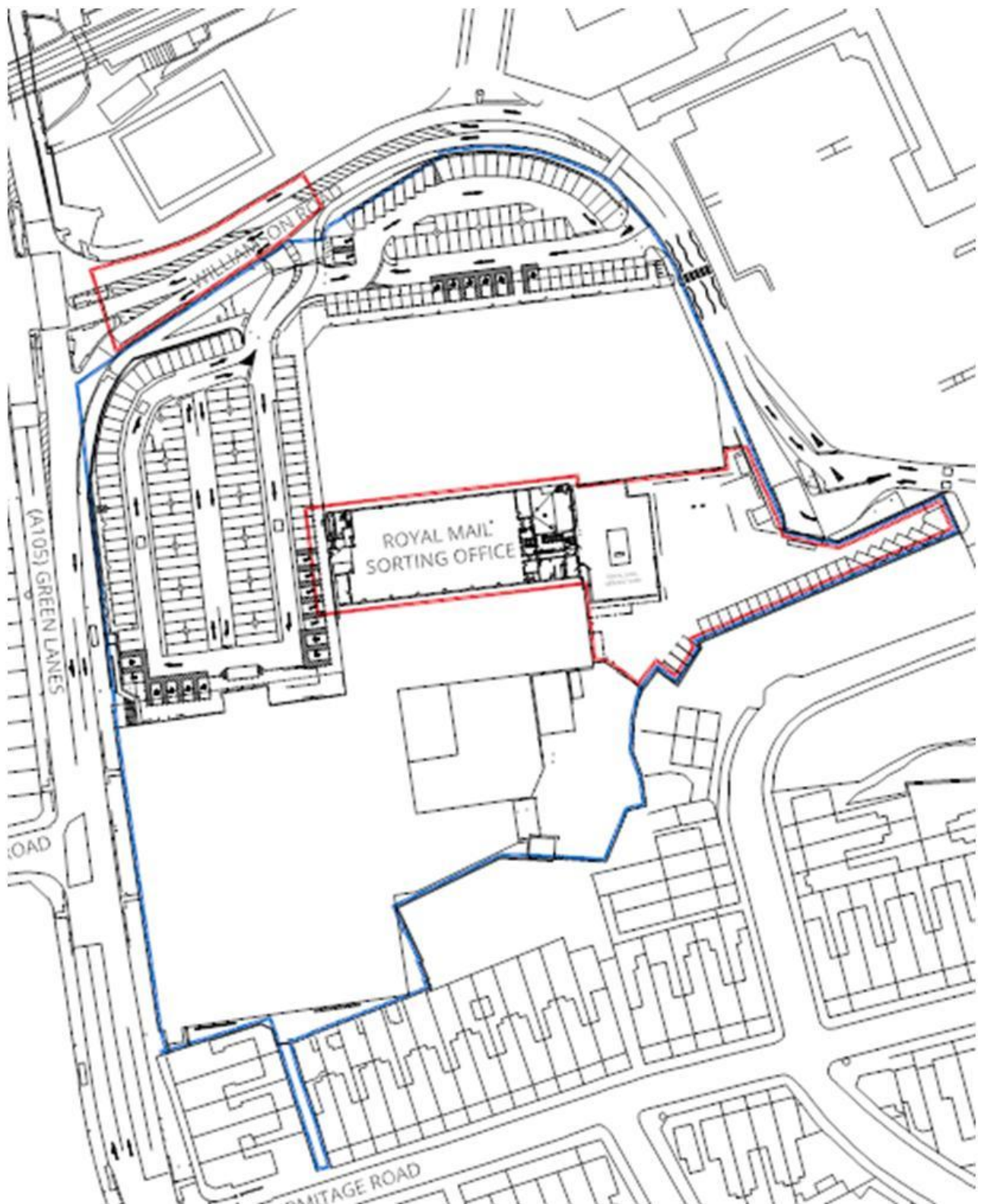
Both the applicant and Council consulted widely and responses were taken into account by officers.

The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

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# 1.0 SITE PLAN



## 2.0 IMAGES



Proposed eastern elevation (service yard)



Proposed western elevation (car park)

### **3.0 SITE AND SURROUNDINGS**

- 3.1 The subject site is a Royal Mail sorting office located within the Arena Shopping Park. It is in Unit 3, which is a 2-storey warehouse-like unit in the centre of the complex. The retail park is occupied by large national and international chains. Access to the park is by Williamson Road, which also provides access to a McDonald's restaurant and a large Sainsbury's supermarket to the rear.
- 3.2 Arena Shopping Park is on the east side of Green Lanes (A105) and forms the southern part of the Green Lanes District Centre. This District Centre stretches northwards along Green Lanes up to the junction with Beresford Road. It is characterised by independent shops run by members of the Kurdish and Turkish community with a strong nighttime economy of restaurants and cafes.
- 3.3 Harringay Green Lanes Overground station is nearby, to the north and Manor House Underground station is approximately 700m to the south.

### **4.0 PLANNING HISTORY**

- 4.1 Outline planning permission was granted on 25 June 2002 (ref: HYG/2000/1027) for the erection of new buildings comprising one non-food retail store of 7,550sqm with a 1,500sqm garden centre, two non-food retail units of 1,880sqm and 560sqm respectively, a Royal Mail Sorting Office of 1,357sqm together with 30 residential flats, access, car parking, servicing and landscaping.
- 4.2 Two applications were submitted previously for the same change of use sought under this application. The first (HGY/2012/1849) was withdrawn and the second refused in February 2013 (HGY/2012/2289) in the absence of a properly validated traffic model (see section 8.4).
- 4.3 The full planning history is attached at Appendix 2.

### **5.0 PROPOSAL DESCRIPTION**

- 5.1 Permission is sought for the change of use of Unit 3 from Post Office Sorting Office (sui generis) to retail (A1 Use), external alterations to create new shopfront and entrance feature, new roof, insertion of mezzanine floor and reconfiguration of car park to provide additional staff car parking.
- 5.2 The development results in the creation of 1,123m<sup>2</sup> of net additional retail floorspace by the construction of a mezzanine floor.
- 5.3 The application proposes the following external changes to the property:
- Installation of glazed shopfront with sliding doors to western elevation
  - new framed entrance feature with cladding and canopy with zone for the signage
  - Replacement of the existing valley roof into a dual pitch roof

- Two new fire escape doors to the rear

## 6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant national, London and local planning policy, including relevant:

- National Planning Policy Framework
- National Planning Policy Statements
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Plan Strategic Policies and Proposals Map:

Haringey's draft Local Plan Strategic Policies were submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The EiP Inspector has declared these policies as 'sound' – they will be recommended to the Council for formal adoption in 18 March 2013 to replace the strategic policies within the existing Unitary Development Plan. As a matter of law, significant weight should be attached to the Strategic Policies however they cannot yet in themselves override Haringey's Unitary Development Plan (2006) which remains for the time being the statutory plan unless material considerations indicate otherwise.

6.2 A full list of relevant planning policies is in Appendix 2.

## 7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

### 7.1.1 Internal Consultees

- Building Control
- Transportation
- Environmental Health – Contaminated Land

### 7.1.2 External Consultees

- Ward Councillors
- Harringay Ladder Community Safety Partnership

### 7.1.3 Local Residents and businesses

- Residents and business occupiers of approximately 60 properties were consulted in the general area of the application site.

Any further comments received will be reported to the Committee.

## 8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

### 8.1 Principle of Development

8.1.1 The site is located in the Green Lanes District Centre. Policy TCR1 of the Unitary Development Plan 2006 states that development within town and local shopping centres should be appropriate to the size and function of that centre. Policies 2.15 and 4.7 of the London Plan 2011 continue this approach. Under Policy TCR1, development within such centres will be supported provided that:

- a) is appropriate to the scale, character and function of the centre;
- b) does not harm the vitality and viability of the centre or other centres;
- c) does not cause an unacceptable increase in disturbance from noise, smell, fumes or other environmental harm;
- d) does not have an adverse impact on transport; and
- e) complies with UDP policies TCR3 and TCR4

8.1.2 The site is a large warehouse type building within the retail park and it is surrounded by other units of similar size and character but in retail use. It is considered that the change of use from mail sorting office to retail would be appropriate to the District Centre having regard to criterion (a) above.

8.1.3 In respect of criterion (b), the NPPF states that development proposals greater than 2,500m<sup>2</sup> in area to be assessed against the identified retail impact considerations unless there is a locally set threshold. As the proposed development is below this threshold, no retail impact assessment is required. The NPPF is the most up to date guidance and therefore takes precedent over any other policy requirements that may be out of date or inconsistent with it. The NPPF does not require developers to demonstrate “need” for retail proposals. However, it is likely that the unit would be occupied by a large national retailer similar to those already on site and it would not compete with the independent retailers elsewhere in the District Centre. The additional retail floorspace created would constitute only a relatively small increase in the context of the overall centre and the risk that it would undermine the town centre hierarchy or viability of other centres is low.

8.1.4 In respect of criterion (c), there is no expected harm to amenity. These issues are discussed in section 8.3.

8.1.5 Transport is discussed in section 8.4 but it is considered that overall the impact is acceptable having regard to criterion (d).



- 8.1.6 Policies TCR3 and TCR 4 apply where there is a loss of retail space, as such criterion (e) is not applicable.
- 8.1.7 The proposed development is considered to be in compliance with Policy TCR1 of the Unitary Development Plan 2006 and Policy 4.7 of the London Plan 2011.

## 8.2 Design

8.2.1 UDP Policies UD3 'General Principles', UD4 'Quality Design' and SPG1a 'Design Guidance' set out the Council's general design principles for new development in the Borough. Development proposals should complement the character of the local area and be of a nature and scale that is sensitive to the surrounding area.

8.2.2 The application proposes the following external changes to the property:

- Installation of glazed shopfront with sliding doors to western elevation
- new framed entrance feature with cladding and canopy with zone for the signage
- Inverting the existing valley roof to a dual pitch roof
- Two new fire escape doors to the rear

8.2.3 The works associated with the change of use are intended to create consistency with the existing units in the shopping park. The glazed shopfront, canopy, and entrance design are in keeping with the character of the park. The new roof design would mean that the ridge of the roof would be visible but it is not considered to be a significant change and the alterations to the rear are minor. Signage will be specific to the retailer and subject to a separate consent.

8.2.4 The proposed development is considered to cause no harm to the appearance or character of the property or the retail park in compliance with Policies UD3 and UD4 of the Unitary Development Plan 2006 or Policy 7.6 of the London Plan.

## 8.3 Impact on Amenity

8.3.1 Policy UD3 requires development proposals have no significant adverse impacts on residential amenity.

8.3.2 The nearest residential properties are located approximately 30m to the south east and comprise a block of flats. The back of these flats look out onto the service yard of the existing sorting office. The service yard will be used for staff parking and deliveries. It is likely that the number of vehicle movements would be lower compared to the delivery traffic of the sorting

office. Operating hours for the retail unit will be in line with those of other units in the shopping park. Consequently, it is considered that there would be no increase in noise and disturbance for nearby residents and no other impacts on amenity. The proposal is in compliance with Policy UD3 of the Unitary Development Plan 2006.

## **8.4 Traffic and Parking**

- 8.4.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', and broadly in Haringey UDP Policy UD3 'General Principles'.
- 8.4.2 The highways surrounding this site currently suffer from severe traffic congestion during the peak periods due to heavy traffic on Green Lanes. The flow of traffic on Green Lanes is further impeded by vehicles entering Green Lanes from the 'Ladder' roads. This is most severe between the junctions of Green Lanes with Endymion Road to the junction of Green Lanes and Hewitt Road. An application for the same development was refused in February 2013. For that application, the applicant submitted a traffic model to assess the impact but at the time it was not validated by Transport for London and therefore its results could not be accepted.
- 8.4.3 In the absence of a properly validated model, Haringey's Transportation team objected to a previous application on the grounds that the change of use to A1 retail is likely to result in greater traffic flows during peak periods due to an increase of vehicle movements and a shift away from out the out-of-peak traffic generated by the existing Sorting Office.
- 8.4.4 Since that application, the traffic model accompanying this current application has been validated by TfL and the results show that the report concludes that the proposed change of use of the proposed site would not result in a significant increase in the existing traffic congestion or result a significant increase in queuing currently being experienced at these junctions. Haringey's Transportation Team no longer object to the scheme.
- 8.4.5 The proposal is therefore considered to be in compliance with the above policies.

## **8.5 Energy and Sustainability**

- 8.5.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions.

8.5.2 The proposed building will replace the existing ageing and inefficient unit with a building built to current standards of energy efficiency and thermal performance in accordance with Policy 5.3 'Sustainable Design and Construction' of the London Plan 2011.

## **8.6 Air Quality**

8.6.1 Policy ENV7 of the Haringey Unitary Development Plan and Policy 7.14 'Improving Air Quality' of the London Plan seek to minimise harm to air quality resulting from development.

8.6.2 As discussed in section 8.5, the development is considered to result in a minor increase in vehicular traffic. As such there would be no significant increase in air pollution arising from the operation of the development. Construction may result in dust and a condition will be applied requiring that the contractors involved in the development are registered with the considerate contractors scheme.

8.6.3 The proposal is in compliance with the above policies.

## **8.7 Community Infrastructure Levy (CIL) and other community benefits**

8.7.1 The development results in 1,123m<sup>2</sup> of additional floor space but only through the creation of a mezzanine floor. Mezzanine floors are not chargeable for CIL and therefore no levy is liable.

8.7.2 The applicant is willing to accept planning conditions promoting local employment during construction.

## **9.0 HUMAN RIGHTS**

9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

## **10.0 EQUALITIES**

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

10.3 The proposed development will be fully accessible to those with disabilities. No other groups sharing the above protected characteristics are likely to be negatively affected.

## 11.0 SUMMARY AND CONCLUSION

11.1 The application proposes the change of use an existing Royal Mail sorting office to retail with the creation of a mezzanine floor to create an additional 1,123m<sup>2</sup> of floor space.

11.2 The sorting office is located in a retail park to the east of Green Lanes and within the Green Lanes Town Centre. The principle of the development is considered acceptable.

11.3 A series of external alterations are proposed to bring the unit into retail use, including new shop front, fire door and roof, and these would cause no harm to the appearance surrounding development.

11.4 The development would generate only a minor level of additional vehicular traffic and would cause no harm to residential amenity.

11.5 The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted.

## 12.0 RECOMMENDATION

**GRANT PERMISSION** subject to conditions below

### DOCUMENTS

<b>Title</b>
Planning Statement
Design and Access Statement
Transport Statement
Air Quality Statement
Consultation Statement

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
[08] 00 01	D00	Site Location Plan
[08] 00 04	D00	Site Block Plan As Proposed
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[08] 00 06	D00	Ground Floor Plan As Proposed
[08] 10 02	D00	Mezzanine Floor Plan As Proposed
[08] 20 01	D00	Roof Plan As Existing
[08] 20 02	D00	Roof Plan As Proposed
[08] 80 01	D00	Section A-A As Existing
[08] 80 02	A00	Section A-A As Proposed
[08] 80 02	D00	Site Block Plan as Existing

## **CONDITIONS**

- 1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.**

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.**

Reason: In order to avoid doubt and in the interests of good planning.

- 3. The use hereby permitted shall not be operated before 0800 or after 2200 hours on any day.**

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

4. That where reasonably possible, not less than 20 percent (20%) of onsite workforce (excluding managers and supervisors) employed during the landlords construction period ( i.e. the external works comprising new shop front and entrance features, new pitched roof, and reconfiguration of car parking and excluding internal works including the installation of mezzanine) for the proposed development comprise of 'local residents'. In the event that achieving 20% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the relevant parties concerned (acting reasonably) may be acceptable. Note: 'Local' is defined as employees preferably within the Haringey confines, but where not practicable, will include North London Sub-Region. This is consistent with Construction Web's approach.

Reason: In order to provide employment opportunities for local residents in accordance with Policy G4 of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

5. That where reasonably practicable not less than 10 percent (10%) of the onsite 'local' workforce (excluding managers and supervisors) employed during the landlords construction period ( i.e. the external works comprising new shop front and entrance features, new pitched roof, and reconfiguration of car parking and excluding internal works including the installation of mezzanine) for the proposed development comprise of trainees, but in the event that achieving 10% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the parties concerned acting reasonably may be acceptable. These trainees can be self employed or sourced from 'local' Small and Medium size Enterprise's. Note: The ten percent (10%) trainees is included in the 20 percent (20%) figure of 'local employees' and not the percentage of the workforce on-site as a whole.

Reason: In order to provide employment opportunities for local residents in accordance with Policy G4 of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

6. Prior to occupation of the development, a Travel Plan in compliance with Transport for London Guidance shall be submitted to & approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport in accordance with Policy UD3 'General Principles' of the Haringey Unitary Development Plan and Policy 6.12 'Road Network Capacity' of the London Plan.

**7. No development shall take place until the development has been registered with the Council's Considerate Contractors.**

Reason: In order to minimise the impact on local amenity from demolition and construction works in accordance with Policies UD3 'General Principles' of the Haringey Unitary Development Plan and Policy 7.14 'Improving Air Quality' of the London Plan.

## REASONS FOR APPROVAL

The reasons for the grant of approval are as follows:

- a) It is considered that the principle of this development is supported by national, regional and local planning policies which seek to promote appropriate development within local and town centres.
  
- b) The development is considered to be suitably designed in respect of its surroundings and its impact on neighbouring properties, and would cause no significant harm to the highway network.
  
- a) The Planning Application has been assessed against and is considered to be in general accordance with
  - National Planning Policy Framework;
  - London Plan Policies, 5.3 'Sustainable design and construction', 6.1 'Integrating transport & development', 6.3 'Assessing effects of development on transport capacity', 6.4 'Enhancing London's transport connectivity', 6.11 'Smoothing traffic flow and tackling congestion', 6.12 'Road Network Capacity', 6.13 'Parking', 7.2 'Creating an inclusive environment', 7.3 'Designing out Crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', 8.3 'Community Infrastructure Levy'; and

- Haringey Unitary Development Plan (UDP) 2006 Policies G1 'Environment', G2 'Development and Urban Design', G4 'Employment', G6 'Strategic Transport Links', UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD7 'Waste Storage', ENV6 'Noise Pollution', ENV7 'Air, Water and Light Pollution', ENV11 'Contaminated Land', M10 'Parking for Development' and TCR1 'Development In Town And Local Shopping Centres'.

## INFORMATIVES

The proposed development requires lining and signage. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

To assist applications the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and which has been followed in this instance.

The local planning authority delivered the decision in a timely manner.



## APPENDIX 1

### Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	Building Control	<p>This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office.</p>	Noted.
	LBH Transportation.	<p>Local roads and junctions are congested. Applicant has provided a TRANSYT traffic model, validated by TfL, which concludes that the development would not result in a significant increase in traffic congestion.</p> <p>No objection.</p> <p>Signage and lining condition recommended.</p> <p>Property naming informative recommended</p>	<p>Noted.</p> <p>Noted.</p> <p>Added as Informative</p> <p>Added.</p>
	Environmental Health	<p>Air quality report is satisfactory</p> <p>Condition recommended for control and mitigation of dust</p>	<p>Noted</p> <p>Condition added</p>

No.	Stakeholder	Question/Comment	Response
	<b>RESIDENTS</b>		
	Objection from 16 Emerald Apartments, Matchmakers Wharf, Homerton Road, E9	Increased vehicular traffic. There are insufficient parking spaces already  Unneeded retail space and harm to local shopping centre	The level of additional traffic is not considered harmful  The site is part of the Green Lanes Town Centre. It will provide a unit of a size not found on Green Lanes

## APPENDIX 2

### PLANNING POLICIES

## NATIONAL POLICY

National Planning Policy Statements and Framework

## REGIONAL PLANNING POLICY

London Plan 2011

- Policy 4.7 Retail and town centre development
- Policy 4.8 Supporting a successful and diverse retail sector
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.4 Enhancing London's transport connectivity
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road Network Capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Designing out Crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 8.3 Community Infrastructure Levy

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

## LOCAL PLANNING POLICY

### Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- TCR1 Development In Town And Local Shopping Centres
- M10 Parking for Development

### Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing
- SPD Sustainable Design and Construction

### Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Haringey Local Plan (adoption due February 2013)

- SP1 Managing Growth
- SP4 Working towards a Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP16 Community Infrastructure

Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

#### OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design

## APPENDIX 2

### PLANNING HISTORY



HGY/2012/2289 - Change of use of Unit 3 from Post Office Sorting Office (sui generis) to retail (A1 Use), external alterations to create new shopfront and entrance feature, new roof, insertion of mezzanine floor and reconfiguration of car park to provide additional staff car parking - REFUSED

HGY/2012/1849 - Change of use of Unit 3 from Post Office Sorting Office (sui generis use) to retail (A1 use) external alterations to create new shopfront and entrance feature, new pitched roof, insertion of mezzanine floor and reconfiguration of car park to provide additional staff car parking – WITHDRAWN

HGY/2008/0378 - Provision of new Callers' Office adjoining docking area. Removal of metal dock shutters with infill cavity wall and insertion of 2 no. access doors and window – GRANTED

HGY/2005/1226 - Approval of details pursuant to condition 10 (air conditioning) attached to planning reference HGY/2000/1027 – GRANTED

HGY/2005/1071 - Approval of details pursuant to condition 14 (waste / refuse storage) attached to planning reference HGY/2000/1027 – GRANTED

HGY/2005/0908 - Approval of details pursuant to condition 15 (Travel Plan) attached to permission HGY/2000/1027 – WITHDRAWN

HGY/2004/2161 - Approval Of Details pursuant to Condition 15 (Travel Plan) attached to planning permission reference HGY/2000/1027 – GRANTED

HGY/2004/1225 - Approval Of Details pursuant to Conditions 3 & 17 (lighting/street furniture/signage) attached to planning permission reference HGY/2000/1027 – GRANTED

HGY/2004/1222 - Approval of Details pursuant to Conditions 7 and 13 (cycle parking) attached to planning permission reference HGY/2000/1027. - GRANTED

HGY/2004/1160 - Approval Of Details pursuant to Condition 3 (boundary treatment) attached to planning permission reference HGY/2004/0789 – GRANTED

HGY/2004/1145 - Approval of details pursuant to condition 12 (air quality impact assessment) attached to permission HGY/2000/1027. – GRANTED

HGY/2004/0968 - Approval of details pursuant to condition 16 (hard and soft landscaping) attached to planning reference HGY/2000/1027 – GRANTED

HGY/2003/1135 - Approval of Details pursuant to Condition 2 attached to outline permission ref: HGY/2000/1027 including (2a) siting, (2b) design, (2c) external appearance, (2d) meanss of access, (2e) landscaping (omitting residential element) – GRANTED

HGY/2000/1027 - Demolition of existing buildings on the site and erection of new buildings comprising one non-food retail store of 7550 square metres with garden centre of 1500 square metres, two non-food retail store of 1880 square metres and 560 square metres respectively and Royal Mail Sorting Office of 1375 square metres, and 30 flat comprising 3 x studio, 24 x 1 bed and 3 x 2 bed units with associated car parking, access, landscaping and servicing (Outline application. Readvertisement with corrected description). - GRANTED